EXISTING WELL AND SEPTIC THIS SIDE OF HOUSE
EXISTING HOUSE
EXISTING HOUSE
MAGNETIC
STORE
PORCH
12" CMP
SOIL CLASS AmB
PROPOSED BARRIER
PROP FENCE
CHAMBERS NEED VENT
finish grade dirt
TP #8 TO BE
N46°50'00"E
733.94'
48'
10'
20'
PROPOSED BUILDING TWO 1-BEDRM APARTMENTS OR LIGHT COMMERCIAL MAXIMUM 450 GPD LOADING
PROPOSED BUILDING NO DISPOSAL
BM#1 SET NAIL ROOT EL 51.00
TP #2
SOIL CLASS CnE
PROTECTIVE RADIUS
10000
10500
RAILS
CL TRACK
TRACK HAS BEEN ABANDONED
N48°20'00"E
412.76'
BM#2 SET SPIKE CL TRK EL 49.19
RAISED
PAVED
WALKWAY
BM #3 SET NAIL UPOLE EL 50.66
EXISTING DRIVEWAY
75'
PROPOSED WELL
TP #3
PRIMARY BUILDING LINE
LIMIT OF PROTECTED SHORELAND
EXISTING WELL
EXISTING BUILDING
U.S. POST OFFICE 1 BEDROOM
2 EMPLOYEES APARTMENT
@35GPD=70GPD 225 GPD
/F RAILROAD DEPOT
TOTAL 295, SAY 300 GPD
EXISTING LOADING
SOIL CLASS AmB
319.88'
S46°08'27"W
N55°35'40"E
275.66'
52222
NH ROUTE 113
CATCH BASIN
APPROX PL
N64°49'27"W
155.17'
250'
125'
140'±
PLANTED AREA
TP #1
PROTECTIVE RADIUS
SILVER LAKE
APPROX EDGE LAKE (HIGH WATER)
EXISTING HOUSE
EXISTING PAVED DRIVEWAY
SOIL CLASS AmB
379.57'
S26°15'20"W
TP #7–GRAVELLY SAND TO 96" – NO ESHWT
TP #6–ESHWT@32" RESTRICTIVE 32–64"
TP #4–GRAVELLY SAND TO 90" – NO ESHWT
19000
PROTECTIVE RADIUS (APPROXIMATE)
ABUTTER'S WELL
783.00'
S46°50'00"W
SOIL CLASS CyB
APPROX EXISTING SYSTEM (AS SHOWN CCR PLAN #98–31)
27342
S79°30'00"E
245.78'
SILVER

```
Command= 210-
Point#, Start#-End# or G#= 1-500
Bearing      Distance  Elev    Descrip  Pnt.  Northing     Easting      Type
-------------------------11-19-2023-----16:01:41-------------D:\BENCH FILES\BM13
                       50.00   setspk   1     5362.1734    5161.7378    TRA
                       48.28   setspk   2     5517.9343    5389.1735    TRA
                       48.91   sethub   3     5583.8145    5392.3857    SS
                       49.19   setspk   4     5087.7723    4853.3957
                       50.36   sethub   5     5021.7637    4993.8253    TRA
                       110.04  trnorder 6     4867.0907    4666.8711    SS
                       49.16   fndpk    7     5087.4868    4853.6769    SS
                       49.27   cltrk    8     5238.7576    5014.2794    SS
                       50.11   corbld   9     5261.7755    5053.6390    SS
                       50.04   corbld** 10    5253.5868    5061.3809    SS
                       49.79   corbld** 11    5252.6942    5063.5795    SS
                       49.46   corbld   12    5240.7299    5074.7215    SS
                       49.94   topcurb  13    5308.1609    5096.1052    SS
                       49.97   ep       14    5300.6327    5102.5560    SS
                       49.82   pit**    15    5282.9890    5118.6049    SS
                       49.45   endcurb  16    5384.5278    5177.2688    SS
                       49.33   corep    17    5376.2673    5185.2701    SS
                       -0.00   switch** 18    5391.5320    5163.6385    SS
                       49.27   cltrk*** 19    5382.8748    5167.9032    SS
                       48.86   ts       20    5392.5447    5158.9389    SS
                       42.42   bsewet** 21    5412.3497    5147.5262    SS
                       42.43   bsewet** 22    5419.2552    5173.9331    SS
                       48.66   fndpk*** 23    5588.7805    5388.1033    SS
                       48.26   cltrkclv 24    5699.1854    5505.3828    SS
                       -0.00   cltrk    25    6100.1214    5932.9825    SS
                       -0.00   switch   26    6106.8260    5926.5529    SS
                       48.59   setx***  27    5584.8519    5477.4112    SS
                       48.02   frgthse  28    5496.7485    5352.5199    SS
                       52.15   frgthse* 29    5510.2475    5340.2082    SS
                       52.58   frgthse* 30    5543.1422    5375.6329    SS
                       47.36   ts***    31    5423.3491    5324.0627    SS
                       47.79   ts***    32    5381.2786    5280.6832    SS
                       47.70   ts***    33    5323.2265    5220.4193    SS
                       47.82   ts***    34    5302.2324    5205.9795    SS
                       46.36   fncln    35    5228.9159    5220.8745    SS
                       44.21   endfnc** 36    5266.7348    5261.3038    SS
                       45.38   @fnc     37    5253.0064    5246.3528    SS
                       49.59   edwdspth 38    5219.1701    5126.3370    SS
                       49.14   edgwds** 39    5265.8816    5160.4843    SS
                       48.94   edgwds** 40    5299.7898    5189.1981    SS
                       48.13   clrdbs   41    5329.9248    5186.7474    SS
                       49.16   clrd     42    5270.6607    5134.6064    SS
                       50.79   gbnd**** 43    5007.8526    4985.6609    SS
                       49.87   fncewds  44    5056.4750    5037.1693    SS
                       50.34   lwn**    45    5094.4271    5092.1987    SS
                       50.81   corgar   46    5068.2851    5099.2687    SS
```

```
JOB #6 385underwood  [500]
Bearing      Distance  Elev    Descrip  Pnt.  Northing     Easting      Type
-------------------------11-19-2023-----16:01:41-------------D:\BENCH FILES\BM13
                       50.87   corgar   47    5046.4000    5088.9157    SS
                       48.99   edgdr    48    4989.8942    5068.4119    SS
                       48.72   whlncldr 49    4962.7120    5065.5032    SS
                       48.99   endwhln  50    5002.3306    4974.1561    SS
                       48.37   cbasin   51    5022.7415    4942.9647    SS
                       48.94   bgwhln   52    5025.4737    4920.7294    SS
                       49.11   endwhln  53    5040.8195    4883.8541    SS
                       48.62   cbasin   54    5051.0881    4881.8928    SS
                       49.59   endcurb  55    5078.1455    4850.9153    SS
                       49.60   endcurb* 56    5070.7041    4857.9398    SS
                       50.09   fdnltrgt 57    5124.7116    4908.0481    SS
                       50.66   bmnlpol* 58    5143.5438    4937.7984    SS
                       49.96   topcrb** 59    5129.8270    4920.9319    SS
                       49.64   bgwhln   60    5059.7909    4834.8707    SS
                       49.78   whlncldr 61    5065.3772    4816.2631    SS
                       49.38   cbasin   62    5080.6877    4784.4694    SS
                       50.98   whlncldr 63    5085.4977    4694.5157    SS
                       49.73   pole     64    5081.3108    4799.1906    SS
                       49.67   cldr     65    5106.8278    4832.7804    SS
                       50.26   cldr     66    5155.8955    4847.3107    SS
                       54.30   corhse   67    5232.5304    4863.2434    SS
                       54.84   corhse   68    5268.8100    4881.3627    SS
                       49.29   cltrk    69    5178.8184    4950.5038    SS
                       49.93   topcrb   70    5174.9131    4954.2102    SS
                       50.18   topcrb   71    5167.4574    4960.9807    SS
                       50.23   crown    72    5170.7256    4958.2116    SS
                       50.17   corcrb   73    5188.9979    4983.8735    SS
                       50.14   corcrb*  74    5183.7904    4989.2955    SS
                       50.26   endcrbgn 75    5198.1071    5004.2291    SS
                       50.10   corbld   76    5204.0425    5006.9400    SS
                       50.39   corbld   77    5188.4736    5021.7354    SS
                       109.91  trnorder 78    5713.2329    5102.7763    SS
                       50.39   corbld   79    5221.5837    5057.0041    SS
                       109.91  coroh    80    5221.4135    5064.4705    SS
                       109.91  coroh    81    5181.0355    5021.4516    SS
                       50.33   corbld** 82    5231.0813    5064.4153    SS
                       49.84   corep**  83    5197.3849    5086.2567    SS
                       49.77   ep**     84    5158.3030    5059.0772    SS
                       49.69   ep**     85    5089.7352    5013.5299    SS
                       49.22   eppc     86    5031.8166    4978.8218    SS
                       49.96   pit      87    5043.2574    5000.3425    SS
                       49.48   pit**    88    5109.3116    5045.3606    SS
                       50.44   pit      89    5171.4441    5090.6733    SS
                       49.81   edgwds   90    5164.4498    5096.2979    SS
                       50.13   gnd      91    5212.4329    5110.2610    SS
                       48.98   ep       92    5045.9996    4954.6924    SS
                       49.57   ep       93    5109.1363    4998.1601    SS
                       49.82   ep       94    5151.5249    5007.5973    SS
                       49.73   edggrss  95    5150.2977    4988.8563    SS
                       49.41   edggrss  96    5108.3952    4944.2166    SS
                       49.19   edggrpc  97    5063.6309    4897.9697    SS
                       48.92   eppt     98    5046.5111    4897.8753    SS
                       48.60   eppc     99    5031.6950    4922.4832    SS
                       48.91   eppt     100   5042.2216    4950.2927    SS
                       49.71   sign     101   5044.4438    4911.1808    SS
                       49.22   pit      102   5086.2989    4913.8062    SS
                       49.83   grass    103   5084.0373    4923.0654    SS
                       49.56   grass    104   5063.0688    4949.9487    SS
```

```
JOB #6 385underwood  [500]
Bearing      Distance  Elev    Descrip  Pnt.  Northing     Easting      Type
-------------------------11-19-2023-----16:01:41-------------D:\BENCH FILES\BM13
                       50.13   grass    105   5098.5245    4976.3269    SS
                       50.16   grass    106   5116.2217    4959.8571    SS
                       50.23   pit      107   5131.0629    4994.2439    SS
                       50.49   flgpol   108   5143.8060    5000.4141    SS
                       51.03   flel     109   5194.9635    5016.7471    SS
                       51.07   flel     110   5236.9228    5068.7458    SS
                       49.35   endcrb** 111   5183.7310    5038.2527    SS
                       49.48   topcrb*  112   5001.6462    4911.8271    SS
                       49.08   endcrb** 113   4988.3488    4943.2344    SS
                       48.64   cbasin** 114   5019.7447    4869.5217    SS
                       40.34   edglake  115   4878.0572    4923.7306    SS
                       48.54   cbasin   116   4979.8968    4959.4201    SS
                       40.17   edglake  117   4969.2618    4847.0552    SS
                       40.19   edglake  118   4977.3918    4794.3307    SS
                       50.99   bmnl**   119   5205.7624    4915.4003    SS
                       49.97   appbld** 120   5152.6676    4875.0727    SS
                       49.65   appbld** 121   5139.4512    4886.8461    SS
                       49.64   appbld** 122   5172.1987    4921.8002    SS
                       51.19   36"tree  123   5208.8847    4909.7464    SS
                       51.40   30"dbltr 124   5200.5823    4900.5017    SS
                       51.39   24"tree  125   5166.2662    4920.9178    SS
                       53.10   24"tree  126   5202.0946    4872.0854    SS
                       51.74   cldr     127   5198.1356    4840.8865    SS
                       54.46   cldr     128   5239.8068    4819.9495    SS
                       54.81   corhse   129   5249.7402    4829.0329    SS
                       50.60   30"map   130   5135.8631    4812.7758    SS
                       49.33   anchor** 131   5097.9292    4805.0818    SS
                       55.22   ts       132   5231.8550    4932.2515    SS
                       58.61   ts**     133   5281.6728    4986.5007    SS
                       57.56   corhse   134   5357.2088    5002.9091    SS
                       61.92   corhse** 135   5352.6385    5022.7124    SS
                       50.47   bs@wds   136   5255.3566    4995.4338    SS
                       50.87   bs       137   5223.5035    4948.4406    SS
                       49.93   ts@wds   138   5229.6586    4985.9193    SS
                       48.86   clswl@wd 139   5225.5859    4989.4104    SS
                               trnorder 140   5525.9320    5399.3043    SS
                       48.54   clswale  141   5149.7175    4907.4446    SS
                       48.47   clswale  142   5105.9888    4860.1835    SS
                       49.30   ????***  143   5108.4035    4858.0058    SS
                       49.05   endclswl 144   5083.3721    4836.6957    SS
                       49.52   clendrl  145   5073.2123    4834.3042    SS
                       49.63   clendrl  146   5071.2060    4839.1946    SS
                       49.59   noprksgn 147   5075.3276    4847.2264    SS
                       50.30   corbld   148   5237.7251    5027.9373    SS
                       50.19   post**   149   5194.4577    4982.3308    SS
                       50.32   post**   150   5186.7020    4989.5122    SS
                       49.85   woods    151   5103.2528    5081.5311    SS
                       49.68   woods    152   5142.8187    5115.7123    SS
                       48.82   woods    153   5175.1544    5137.2398    SS
                       50.26   gndpav?  154   5167.1275    4984.3480    SS
                       50.08   pit      155   5201.2335    4949.2638    SS
                       55.49   pole     156   5297.1564    4922.5866    SS
                       49.51   gnd      157   5081.2282    4891.6805    SS
                               cltrk    158   5072.2065    4836.7559    TRA
                               plan     160   5007.8526    4985.6609
                               plan     161   5086.1989    4779.7737    TRA
                               plan     162   5588.3104    5315.0920    INT
                               plan     163   5543.5208    5556.7551    TRA
```

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JOB #6 385underwood  [500]
Bearing      Distance  Elev    Descrip  Pnt.  Northing     Easting      Type
-------------------------11-19-2023-----16:01:41-------------D:\BENCH FILES\BM13
                                        164   5516.1031    5382.8201    TRA
                                        165   5565.9151    5435.9264    INT
                                        166   5589.0905    5387.8682    INT
                       50.74   porch    170   5044.3464    4740.8748    SS
                       50.78   porch    171   5022.4132    4760.6644    SS
                       49.30   appcltrk 172   5031.1749    4793.2060    SS
                       50.13   bldg**   173   5005.2995    4753.7351    SS
                       48.99   pvswl    174   5036.5994    4800.7057    SS
                       46.82   top12cmp 175   5018.1020    4806.5951    SS
                       40.61   @water   176   4973.6174    4844.5131    SS
                       40.57   @water   177   4979.7360    4795.3338    SS
                       40.62   @water   178   4981.5555    4785.5052    SS
                       40.65   @water   179   4977.9285    4771.5888    SS
                       51.61   whln     180   5062.6343    4691.1820    SS
                       51.74   cldr     181   5145.7414    4712.5054    SS
                       50.40   bs       182   5138.0454    4730.0904    SS
                       49.15   gnd      183   5122.2276    4763.0317    SS
                       49.02   gnd      184   5114.6298    4808.5535    SS
                       51.67   ****     185   5186.7440    4806.7104    SS
                       51.50   bs       186   5207.2173    4780.3691    SS
                       54.22   cldr     187   5235.5357    4750.6048    SS
                       51.16   24m      188   5187.6442    4877.9665    SS
                       52.51   24m      189   5201.5622    4872.1189    SS
                       49.75   setpk    201   5358.4726    5155.7945    INT
                       50.08   sethub   202   5057.8176    5002.9403    TRA
                               fndpk23  203   5588.7938    5388.1148    SS
                               fndskp2  204   5517.9780    5389.1739    SS
                               fndhub5  205   5021.7637    4993.8253    SS
                               corroof  206   5306.4184    5207.7698    SS
                               corroof  207   5314.0322    5195.3734    SS
                               corroof  208   5284.7253    5176.9078    SS
                       49.33   stkpole* 209   5241.9966    5139.0035    SS
                       49.96   corep    210   5202.3217    5112.8067    SS
                       49.69   stkpole* 211   5116.6708    5059.8260    SS
                       49.94   corep    212   5232.3735    5083.1245    SS
                       48.23   corstone 213   5355.3753    5209.3249    SS
                       48.25   edgwds   214   5365.8343    5242.4122    SS
                       48.51   coredwds 215   5326.6962    5206.4059    SS
                       49.27   <stone   216   5247.4973    5127.1997    SS
                       49.45   lchfld   217   5225.4092    5157.9001    SS
                       48.94   corwds   218   5257.4435    5153.7364    SS
                       48.62   edgwds   219   5261.4363    5185.0831    SS

Point#, Start#-End# or G#= 4-
```

EXISTING HOUSE
N/F NOEL & LINDA SMITH
TAX MAP 118 LOT 31
N/F STATE OF
NEW HAMPSHIRE
TAX MAP 111 LOT 2
WETLAND AREA
N46°50'00"E
733.94'
WOODS
TRACK
TRACK
"FREIGHT HOUSE"
S79°30'00"E
245.78'
N/F HENRY
& SUSAN
FORREST
TAX MAP 118
LOT 35
OVERFLOW PARKING
GRASS
EXISTING ROADWAY
EXISTING DRIVEWAY
RAILS
TRACK
RAISED
PAVED
WALKWAY
PARKING - 16 SPACES
PEASTONE
"THE DEPOT"
SILVER LAKE P.O.
03875
TRACK
RAISED
PAVED
WALKWAY
PEASTONE
PEASTONE
PEASTONE
PAVED DRIVEWAY
LOT AREA
ABT. 150,171 SQ FT
3.45 ACRES±
FROM DEED: BOOK 2089 PAGE 035
AND PLAN: BOOK 0318 PAGE 0350
WETLAND AREA
"DINER"
WOODS
STAKE FOR U-POLE
PAVEMENT
LANDSCAPED GARDEN
NH ROUTE 113
N69°10'00"W
220.29'
N/F JAMES
& LINDA
DIGIANDOMENICO
TAX MAP 118
LOT 9
TOWN OF
MADISON
BEACH
TAX MAP 118
LOT 8
EXISTING HOUSE
PARKING - 18 SPACES
PAVED DRIVEWAY
STAKE FOR U-POLE
WOODS
783.00'
S46°50'00"W
N/F HUNTINGTON
& CAITRONIA
BARCLAY III
TAX MAP 118
LOT 7
SILVER LAKE
N/F CAROL BATCHELDER
TAX MAP 118 LOT 33
EXISTING HOUSE

PLAN OF

SILVER LAKE STATION

1381 VILLAGE ROAD

MADISON, NH

SCALE: 1" = 30'±

SEPTEMBER 17, 2007

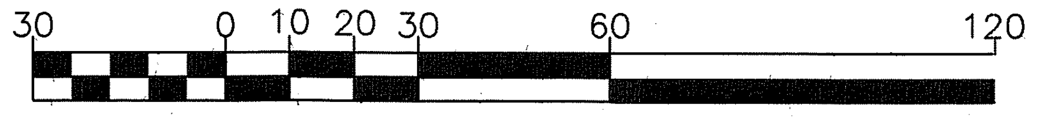
THE PURPOSE OF THIS PLAN IS TO ACCOMPANY APPLICATION FOR SPECIAL EXCEPTION TO ALLOW AN ICE CREAM STAND TO BE HOUSED IN THE "DINER" BUILDING ON THIS PROPERTY IN THE VILLAGE DISTRICT.

OWNER: SILVER LAKE STATION L.L.C.
PO BOX 99
GREENLAND, NH 03840-0099
DEED REFERENCE: BOOK 2089 PAGE 035
ZONE: VILLAGE DISTRICT
APPLICANT: NEIL UNDERWOOD
MEMBER-MANAGER
TAX MAP 118 LOT 32
LOT AREA: 3.45 ACRES±
LOT FRONTAGE: 220.29'

NOTES

1. DINER TO OPERATE DURING DAYLIGHT HOURS, SUMMER ONLY. NO NEW OUTDOOR LIGHTING PROPOSED.
2. DINER SETBACK FROM CENTERLINE ROUTE 113 EXCEEDS 340'. SIDE YARD SETBACK EXCEEDS 55'.
3. PARKING SPACES SHOWN ARE 9'X19', ALL TRAVEL LANES EXCEED REQUIRED 22' WIDTH FOR 90° PARKING.

GRAPHIC SCALE


30
0
10
20
30
60
120

1 INCH = 30 FEET

Stockton Services
PO Box 1306
Hampton, NH 03843-1306
603 474-1954

May 28, 2009

To whom it may concern::

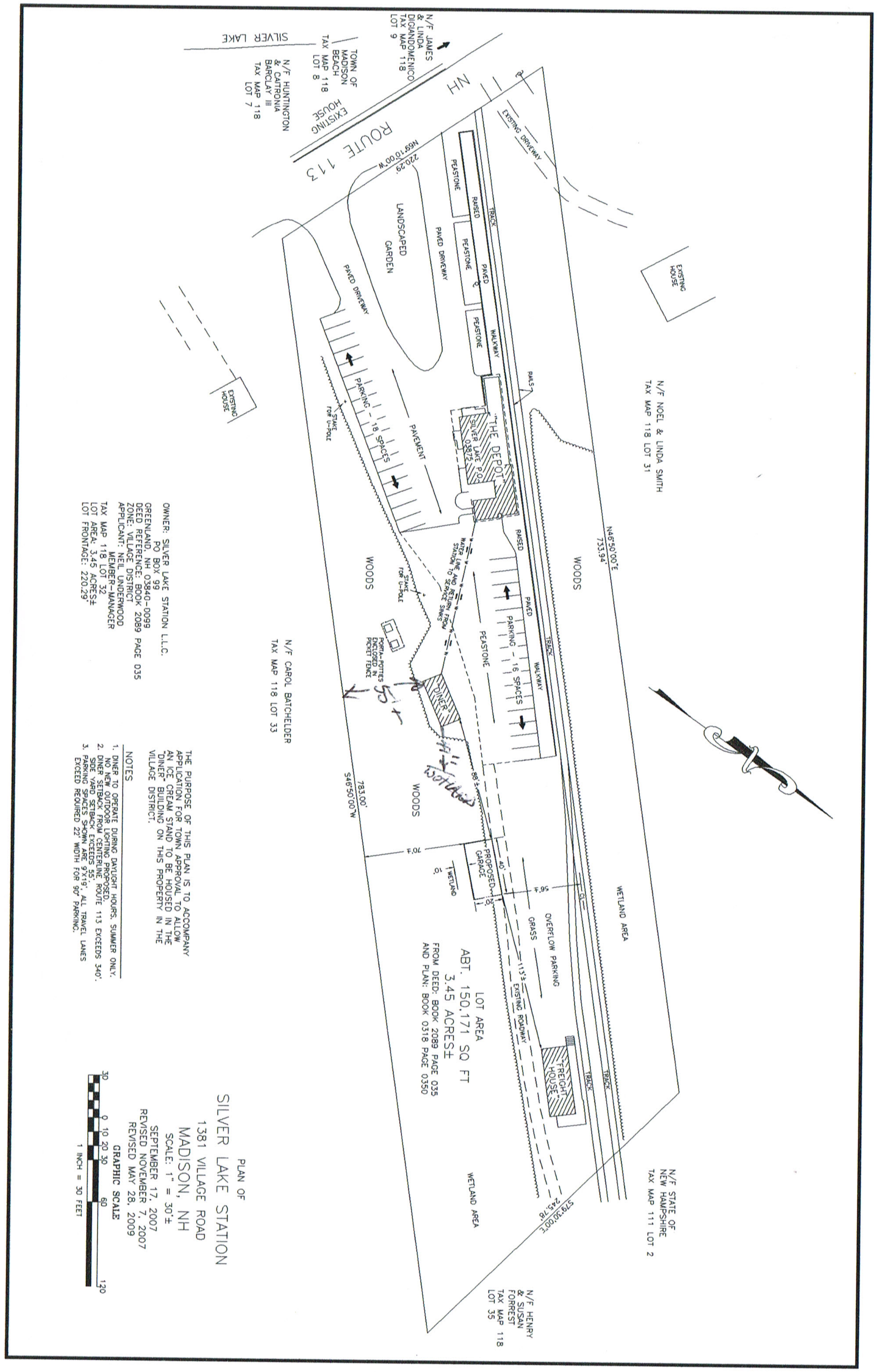
In 2007, I performed field survey locations on the property shown on the plan now entitled “Plan of Silver Lake Station, 1381 Village Road, Madison, NH, Scale: 1”=30’, dated September 17, 2007, Revised November 7, 2007, Revised May 28, 2009. The existing buildings were survey located, as were pavement, track, and walkway locations as of original plan dates (2007) and are substantially as shown on the plan. Wetland information was not provided by this office.

Anne W. Bialobrzeski
NHLLS #752
Stockton Services

No. 752
ANNE W. BIALOBRZESKI

Anne W Bialobrzeski

5/28/09


ROUTE 113
SILVER LAKE
N/F JAMES & LINDA DIGIANDOMENICO TAX MAP 118 LOT 9
TOWN OF MADISON BEACH TAX MAP 118 LOT 8
N/F HUNTINGTON & CATRIONA BARCLAY III TAX MAP 118 LOT 7
EXISTING HOUSE
N/F NOEL & LINDA SMITH TAX MAP 118 LOT 31
N/F CAROL BATCHELDER TAX MAP 118 LOT 33
N/F STATE OF NEW HAMPSHIRE TAX MAP 111 LOT 2
N/F HENRY & SUSAN FORREST TAX MAP 118 LOT 35
N69°10'00"W 220.29'
N46°50'00"E 753.94'
S46°50'00"W 783.00'
LANDSCAPED GARDEN
PAVED DRIVEWAY
PEASTONE
TRACK
WALKWAY
PAVEMENT
PARKING - 18 SPACES
PARKING - 16 SPACES
"THE DEPOT"
WOODS
DINER
PROPOSED GARAGE
WETLAND
WETLAND AREA
OVERFLOW PARKING
GRASS
EXISTING ROADWAY
FREIGHT HOUSE
LOT AREA ABT. 150,171 SQ FT 3.45 ACRES±
FROM DEED: BOOK 2089 PAGE 035 AND PLAN: BOOK 0318 PAGE 0350
GRAPHIC SCALE
0 10 20 30 60 120
1 INCH = 30 FEET

PLAN OF
SILVER LAKE STATION
1381 VILLAGE ROAD
MADISON, NH
SCALE: 1" = 30'±
SEPTEMBER 17, 2007
REVISED NOVEMBER 7, 2007
REVISED MAY 28, 2009

OWNER: SILVER LAKE STATION L.L.C.
PO BOX 99
GREENLAND, NH 03840-0099
DEED REFERENCE: BOOK 2089 PAGE 035
ZONE: VILLAGE DISTRICT
APPLICANT: NEIL UNDERWOOD
MEMBER-MANAGER
TAX MAP 118 LOT 32
LOT AREA: 3.45 ACRES±
LOT FRONTAGE: 220.29'

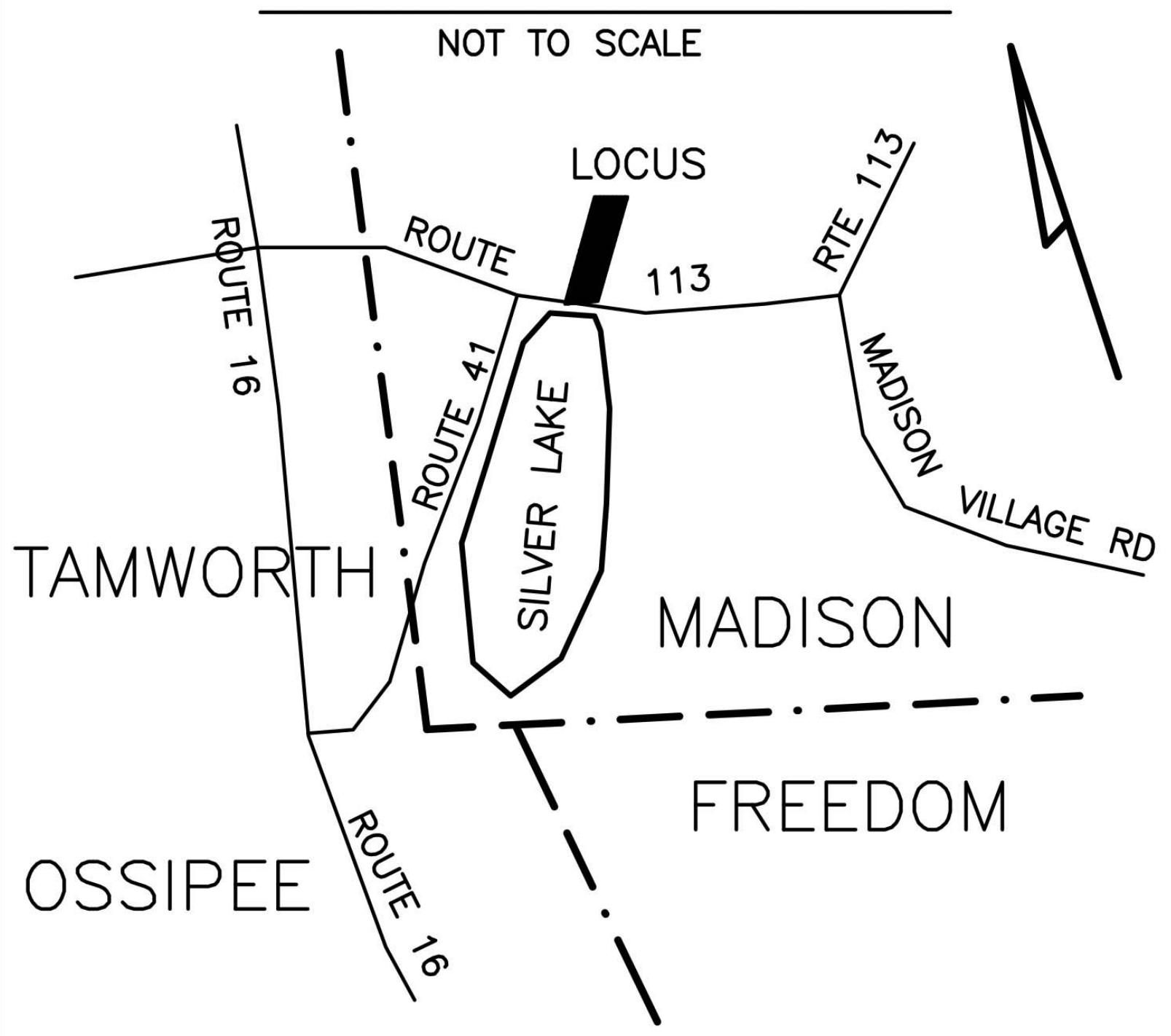
THE PURPOSE OF THIS PLAN IS TO ACCOMPANY APPLICATION FOR TOWN APPROVAL TO ALLOW AN ICE CREAM STAND TO BE HOUSED IN THE "DINER" BUILDING ON THIS PROPERTY IN THE VILLAGE DISTRICT.

NOTES

1. DINER TO OPERATE DURING DAYLIGHT HOURS, SUMMER ONLY. NO NEW OUTDOOR LIGHTING PROPOSED.
2. DINER SETBACK FROM CENTERLINE ROUTE 113 EXCEEDS 340'. SIDE YARD SETBACK EXCEEDS 55'.
3. PARKING SPACES SHOWN ARE 9'X19'. ALL TRAVEL LANES EXCEED REQUIRED 22' WIDTH FOR 90° PARKING.

LOCUS MAP

NOT TO SCALE


LOCUS
ROUTE 113
RTE 113
ROUTE 16
ROUTE 41
SILVER LAKE
MADISON VILLAGE RD
TAMWORTH
MADISON
FREEDOM
OSSIPEE
ROUTE 16

SOIL CLASS: AmB – ADAMS CyB – CROGHAN
CnE – COLTON FA – MARSH
(SOURCE: USDA–SCS SOIL SURVEY)

BENCH MARKS: DATUM = ASSUMED

#1 SET NAIL ROOT EL 51.00
#2 SET SPIKE CL TRACKS EL 49.19
#3 SET NAIL UTILITY POLE EL 50.66 (1'UP)

DESIGN INTENT:

1. THE BOTTOM OF THE EFFLUENT DISPOSAL SYSTEM SHALL BE CONSTRUCTED AT ELEVATION 48.5
2. THERE IS/ARE APPROX 1.4' FT BELOW ORIGINAL GROUND ON THE HIGH CONTOUR THE DESIGNED EDS. (EL 49.9) BED BOTTOM IS 14" BELOW O.G. AT EL 49.7 (88% OF BED AREA DOWNSLOPE)

SUITABLE REPLACEMENT AREA:

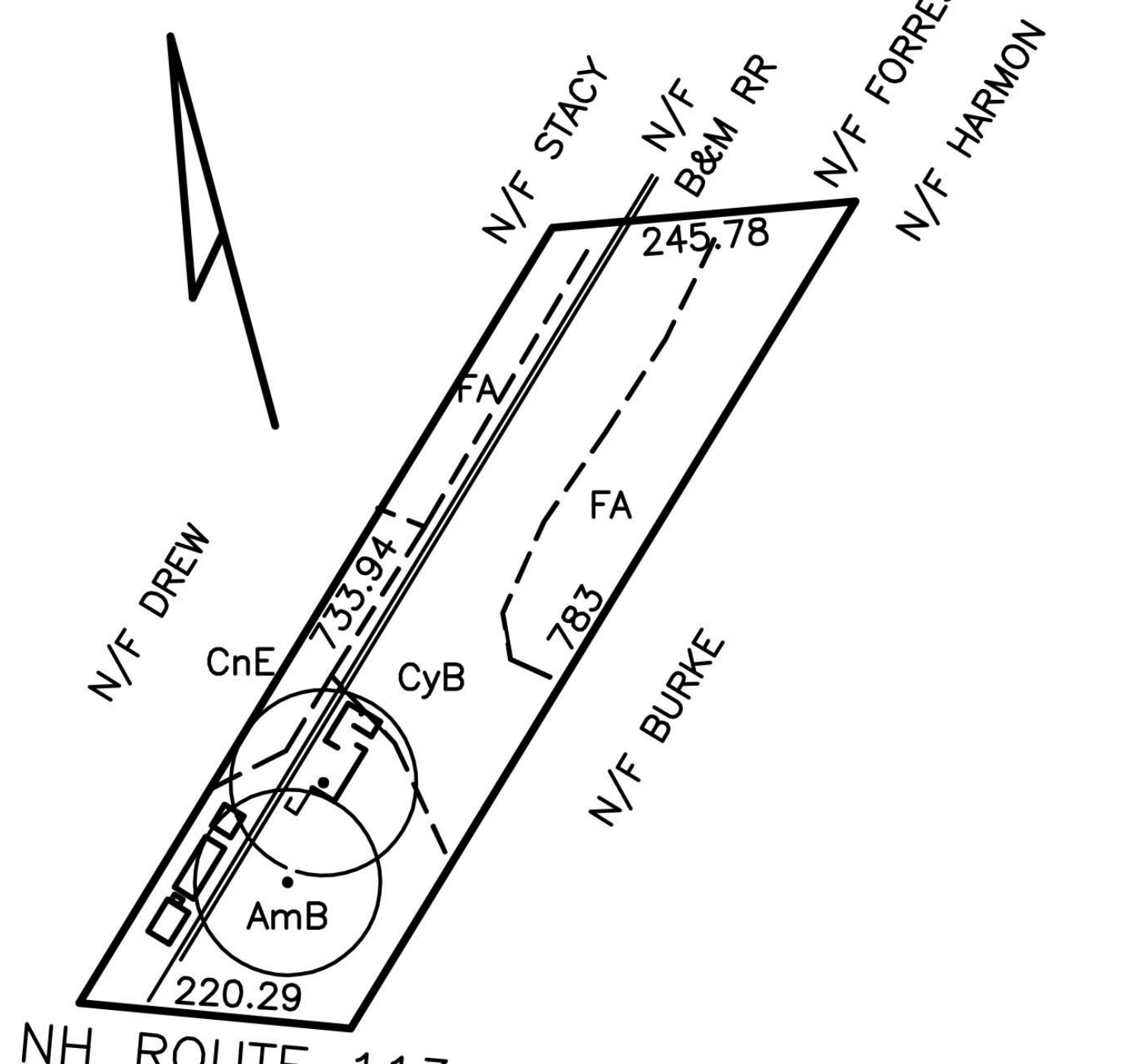
SYSTEM MUST BE REBUILT IN PLACE OR REDESIGNED.

LEGEND:

50	EXISTING CONTOUR
(50)	PROPOSED CONTOUR
50.0	EXISTING SPOT ELEVATION
(50.0)	PROPOSED SPOT ELEVATION

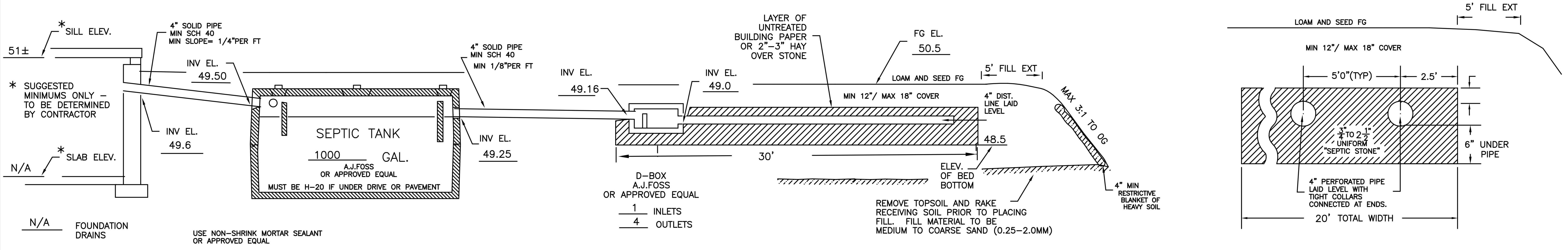
NOTES:

1. THIS PLAN IS NOT TO BE CONSTRUED AS A BOUNDARY SURVEY. PROPERTY LINES SHOWN ARE APPROXIMATED BASED ON INFORMATION FROM THE FOLLOWING SOURCE: CCR PLAN BOOK 0318 PG 350
2. NHDES–WS&PCD SUBDIVISION APPROVAL NUMBER: N/A LOT OF RECORD CCR PLAN BK 318 PG 350 (1956)
3. THIS SYSTEM IS NOT DESIGNED TO HANDLE GARBAGE DISPOSAL WASTE.
4. NO SURFACE WATER OR WELL WITHIN 75' OF PROPOSED SYSTEM.
5. REFERENCE TOWN OF MADISON LAND USE ORDINANCES. VARIANCES FROM TOWN REGULATIONS MAY BE NEEDED FOR THIS PROPOSAL. OWNER/CONTRACTOR IS RESPONSIBLE FOR OBTAINING TOWN PERMITS.
6. ALL LAND WITHIN 250' OF SHORE OF SILVER LAKE IS SUBJECT TO PROVISIONS OF SHORELAND PROTECTION ACT (RSA 483–B).


N/F STACY
N/F B&M RR
N/F FORREST
N/F HARMON
245.78
N/F DREW
733.94'
FA
FA
CnE
CyB
783'
AmB
N/F BURKE
220.29
NH ROUTE 113
SILVER LAKE

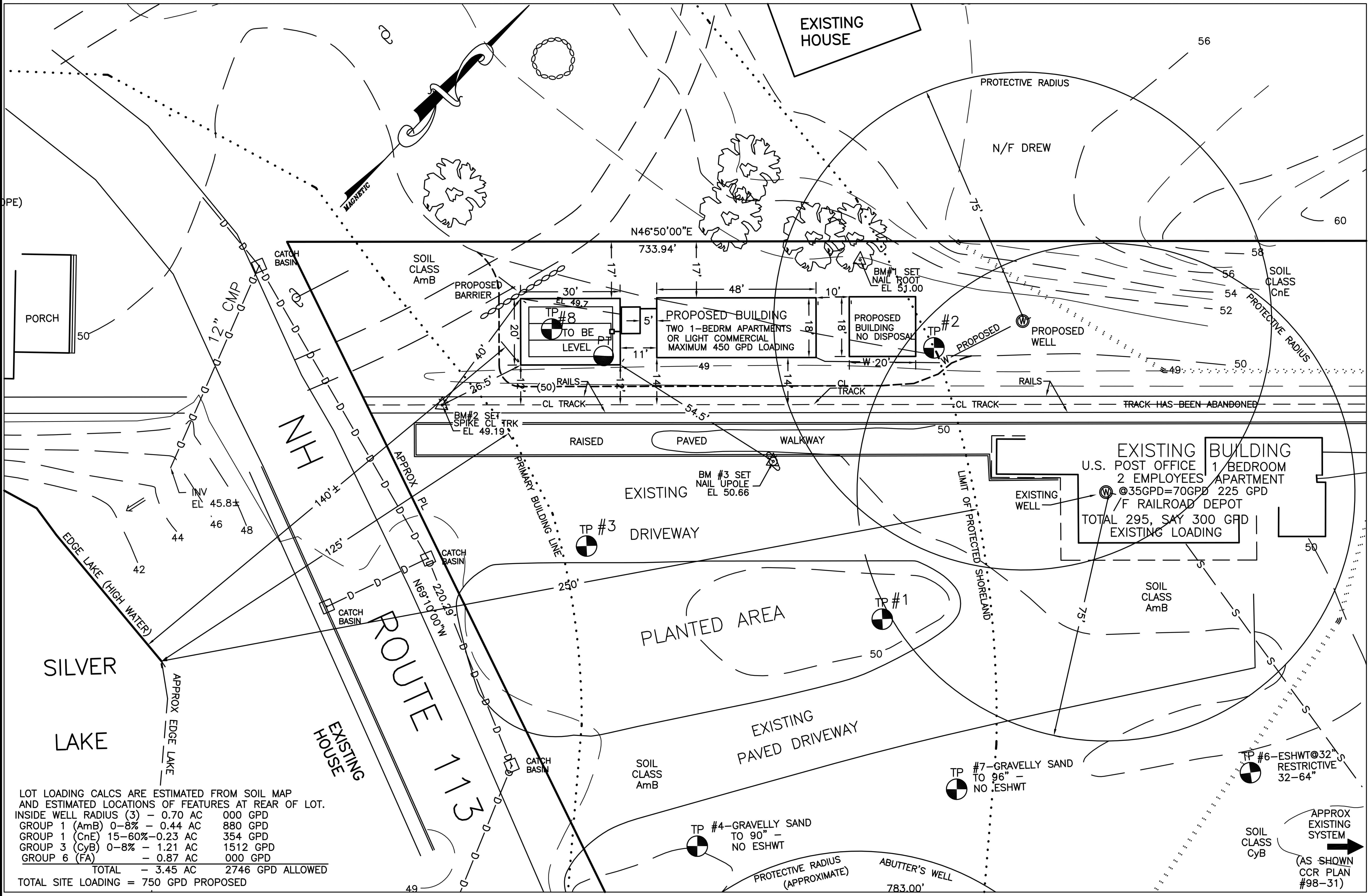
PLOT PLAN

1"=APPROX 200'


*SILL ELEV.
51±
* SUGGESTED MINIMUMS ONLY – TO BE DETERMINED BY CONTRACTOR
*SLAB ELEV.
N/A
N/A FOUNDATION DRAINS
4" SOLID PIPE MIN SCH 40 MIN SLOPE= 1/4"PER FT
INV EL. 49.50
INV EL. 49.6
SEPTIC TANK
1000 GAL.
A.J.FOSS OR APPROVED EQUAL
MUST BE H–20 IF UNDER DRIVE OR PAVEMENT
USE NON–SHRINK MORTAR SEALANT OR APPROVED EQUAL
4" SOLID PIPE MIN SCH 40 MIN 1/8"PER FT
INV EL. 49.25
INV EL. 49.16
D–BOX A.J.FOSS OR APPROVED EQUAL
1 INLETS
4 OUTLETS
INV EL. 49.0
LAYER OF UNTREATED BUILDING PAPER OR 2"–3" HAY OVER STONE
30'
FG EL. 50.5
LOAM AND SEED FG
MIN 12"/ MAX 18" COVER
5' FILL EXT
4" DIST. LINE LAID LEVEL
48.5
ELEV. OF BED BOTTOM
MAX 3:1 TO OG
4" MIN RESTRICTIVE BLANKET OF HEAVY SOIL
REMOVE TOPSOIL AND RAKE RECEIVING SOIL PRIOR TO PLACING FILL. FILL MATERIAL TO BE MEDIUM TO COARSE SAND (0.25–2.0MM)
5' FILL EXT
LOAM AND SEED FG
MIN 12"/ MAX 18" COVER
5'0"(TYP)
2.5'
3/4" TO 2 1/2" UNIFORM "SEPTIC STONE"
6" UNDER PIPE
4" PERFORATED PIPE LAID LEVEL WITH TIGHT COLLARS CONNECTED AT ENDS.
20' TOTAL WIDTH

CROSS SECTION DISPOSAL SYSTEM – NOT TO SCALE

PLAN : 1"=20'


EXISTING HOUSE
56
PROTECTIVE RADIUS
N/F DREW
75'
60
MAGNETIC
N46°50'00"E
733.94'
SOIL CLASS AmB
PROPOSED BARRIER
17'
17'
30'
EL 49.7
TP #8
TO BE LEVEL
PT
20'
5'
48'
PROPOSED BUILDING
TWO 1–BEDRM APARTMENTS OR LIGHT COMMERCIAL MAXIMUM 450 GPD LOADING
18'
10'
18'
PROPOSED BUILDING NO DISPOSAL
BM#1 SET NAIL ROOT EL 51.00
TP #2
PROPOSED
W
PROPOSED WELL
W 20'
11'
49
40'
26.5'
(50)
RAILS
12'
14'
14'
CL TRACK
CL TRACK
CL TRACK
RAILS
TRACK HAS BEEN ABANDONED
54.5'
58
56
54
52
50
49
SOIL CLASS CnE
PROTECTIVE RADIUS
BM#2 SET SPIKE CL TRK EL 49.19
RAISED PAVED WALKWAY
50
BM #3 SET NAIL UPOLE EL 50.66
EXISTING DRIVEWAY
TP #3
PRIMARY BUILDING LINE
LIMIT OF PROTECTED SHORELAND
EXISTING WELL
EXISTING BUILDING
U.S. POST OFFICE 2 EMPLOYEES @35GPD=70GPD
1 BEDROOM APARTMENT 225 GPD
/F RAILROAD DEPOT
TOTAL 295, SAY 300 GPD EXISTING LOADING
50
PORCH
50
CATCH BASIN
12" CMP
NH
ROUTE 113
APPROX PL
140'±
125'
INV EL 45.8±
46
48
44
42
EDGE LAKE (HIGH WATER)
CATCH BASIN
N69°10'00"W
220.29
CATCH BASIN
250'
SOIL CLASS AmB
PLANTED AREA
TP #1
50
75'
S
SILVER LAKE
APPROX EDGE LAKE
EXISTING HOUSE
CATCH BASIN
EXISTING PAVED DRIVEWAY
SOIL CLASS AmB
TP #7–GRAVELLY SAND TO 96" – NO ESHWT
TP #6–ESHWT@32" RESTRICTIVE 32–64"
TP #4–GRAVELLY SAND TO 90" – NO ESHWT
PROTECTIVE RADIUS (APPROXIMATE)
ABUTTER'S WELL
783.00'
SOIL CLASS CyB
APPROX EXISTING SYSTEM (AS SHOWN CCR PLAN #98–31)
49

LOT LOADING CALCS ARE ESTIMATED FROM SOIL MAP AND ESTIMATED LOCATIONS OF FEATURES AT REAR OF LOT.

INSIDE WELL RADIUS (3)	– 0.70 AC	000 GPD
GROUP 1 (AmB) 0–8%	– 0.44 AC	880 GPD
GROUP 1 (CnE) 15–60%	–0.23 AC	354 GPD
GROUP 3 (CyB) 0–8%	– 1.21 AC	1512 GPD
GROUP 6 (FA)	– 0.87 AC	000 GPD
TOTAL	– 3.45 AC	2746 GPD ALLOWED

TOTAL SITE LOADING = 750 GPD PROPOSED

SYSTEM OWNER IS RESPONSIBLE FOR THE FOLLOWING OPERATING REQUIREMENTS

ENV–WS 1023.01 (a) SEPTIC TANKS SHALL BE INSPECTED FOR ACCUMULATION OF SLUDGE AND SURFACE SCUM AT LEAST ONCE EVERY YEAR.
(b) WHEN THE COMBINED THICKNESS OF SLUDGE AND SURFACE SCUM EQUAL 1/3 OR MORE OF THE TANK DEPTH, THE TANK SHALL BE PUMPED BY A LICENSED SEPTIC TANK PUMPER.

ENV–WS 1023.02 TO PREVENT OBSTRUCTION OF THE DISTRIBUTION LINES AND LEACH FIELD, GREASE AND BULKY WASTE SHALL NOT BE FLUSHED OR OTHERWISE INTRODUCED INTO THE SEPTIC SYSTEM.

ENV–WS 1023.03 TOXIC AND HAZARDOUS MATERIALS SHALL NOT BE FLUSHED OR OTHERWISE INTRODUCED INTO THE SEPTIC SYSTEM.

ENV–WS 1023.04 TO PREVENT DAMAGE TO THE DISTRIBUTION LINES AND LEACH FIELD, VEHICLES, LIVESTOCK, AND OTHER HEAVY OBJECTS SHALL NOT BE ALLOWED ON THE LEACH FIELD.

ENV–WS 1023.05 IF WET AREAS APPEAR ON THE GROUND SURFACE ABOVE THE DISTRIBUTION LINES OR LEACH FIELD OR IF DISAGREEABLE ODORS OCCUR, THE SYSTEM SHALL BE INSPECTED FOR THE SOURCE OF THESE PROBLEMS, AND CORRECTIVE ACTION SHALL BE TAKEN.

TP TEST PIT DATA

DATE: 7/7/03, 9/29/03 TOWN INSPECTOR N/A NOT REQUIRED

TEST PIT #8 EL 49.5

0 –12" TOPSOIL (TO BE REMOVED)
12–24" 10YR5/8 MEDIUM SAND, SINGLE GRAIN, FRIABLE TO LOOSE
24–96" 2.5Y6/4 TO 6/6 FINE SAND, FRIABLE TO LOOSE
ESHWT @ 62" , STAINING, NO OBSERVED WATER, NO REFUSAL

TEST PIT #2 EL 50.1

0 –4" LOAM AND ROOT MAT
4 –48" 10YR6/4 MED SAND, SINGLE GRAIN, LOOSE
48–96" 2.5Y6/4 FINE SAND, SINGLE GRAIN, SCARCE MOTTLES
ESHWT@ 6'+, NO STAIN LINE, NO REFUSAL

TEST PIT # 1 EL 50.3

0 –3" LOAM AND ROOT MAT
3 –12" 10YR5/6 FINE SANDY LOAM, GRANULAR FRIABLE
12–16" 10YR5/2 OLD RAILROAD ASH, FRIABLE
16–96" 10YR5/4 GRAVELLY SAND, SINGLE GRAIN LOOSE SOME STONES TO 10"
NO EVIDENCE OF SHWT, NO OBS H2O, NO REFUSAL

TEST PIT #3 EL 49.5

0 –22" ROADBED FILL AND ORIGINAL TOPSOIL
22–32" 10YR5/6 SAND, SINGLE GRAIN, LOOSE
32–90" 2.5Y6/4 SAND, SINGLE GRAIN, LOOSE
ESHWT@66", STAIN LINE & MOTTLES, NO REFUSAL, NO OBS H2O

PT PERC TEST DATA

DATE 9/29/03
PERC RATE: <2MIN/IN DEPTH: 30"

DESIGN LOADING: TWO 1 BEDROOM APARTMENTS @ 225 EACH FOR 450 GPD OR LIGHT COMMERCIAL USE NOT TO EXCEED 450 GPD BY UNIT DESIGN FLOW FIGURES.
COMMERCIAL USES COULD INCLUDE 4 DRY GOODS STORES @ 100 GPD EACH OR UNSPECIFIED OFFICE SPACE AT 15GPD/100 SF (UP TO 3000 SF ALLOWED).

AREA REQUIRED: 450 GPD @ 125 SF/100GPD = 563 SF
AREA PROPOSED: 20' X 30' = 600 SF PROVIDED

PROPOSED
SEPTIC SYSTEM PLAN

LOCUS: ROUTE 113
MADISON, NH

OWNER: SILVER LAKE STATION L.L.C.
PO BOX 99
GREENLAND, NH 03840–0099

APPLICANT:
STOCKTON SERVICES
PO BOX 1306
HAMPTON, NH 03842

DATE: FEB 16, 2004

APPROVAL:

NEVER SUBMITTED....

Carroll Cnty Registry
Dec 2/2002
Bk 2085
pg 035

When recorded please return to:
Fitzgerald, Sessler & Nichols P.A.
11 Academy Square
Laconia, New Hampshire 03246

WARRANTY DEED

KNOW ALL PERSONS BY THESE PRESENTS, that I, Joan B. Lyman, Trustee of the Joan B. Lyman Revocable Trust dated August 9th, 1994, with a mailing address of Route 113, PO Box 118, Silver Lake, County of Carroll and State of New Hampshire, for consideration paid, grants to Silver Lake Station, L.L.C., a New Hampshire Limited Liability Company, having an address of PO Box 99, Greenland, New Hampshire 03840, with **WARRANTY COVENANTS:**

A certain piece or parcel of land with the depot building, express building and freight house building thereon, situated in Madison, in the County of Carroll and State of New Hampshire, bounded and described as follows:

> Beginning at the most southerly corner of said parcel and on the northerly side line of the Highway, so-called, and at the most westerly corner of land now or formerly of Drew, thence running North 69 degrees 10 minutes 00 seconds West by said Highway and through Station 3122+00 on the center line of track and location of the Conway Branch route of the Portland Division of the Boston and Maine Railroad two hundred twenty and twenty-nine hundredths (220.29) feet to a point at land now or formerly of James J. Burke, thence turning and running North 46 degrees 50 minutes 00 seconds East partly by said last mentioned land and partly by land now or formerly of Stacy seven hundred thirty-three and ninety-four hundredths (733.94) feet to a point at remaining land of said Railroad; thence turning and running South 79 degrees 30 minutes 00 seconds East by said last mentioned land and through Station 3129+46.2 on said center line of track and location, and partly by land now or formerly of Isaiah A. Forrest two hundred forty-five and seventy-eight hundredths (245.78) feet to land now or formerly of Harmon; thence turning and running South 46 degrees 50 minutes 00 seconds West partly by said last mentioned land and partly by said land now or formerly of Drew seven hundred eight-three (783.00) feet to the point of beginning, be all of said measurements more or less, said parcel containing about one hundred fifty thousand, one hundred seventy-one (150,171) square feet and

1602-682
855-152
318-344

I hereby certify that the foregoing is a true excerpt from a vote unanimously passed at a meeting of the Board of Directors of Second Bank-State Street Trust Company duly called and held on February 18, 1955, and amended on subsequent dates.

I further certify that said vote as amended is still in force, and

that F. G. Shepard, Vice President

and I. S. Cahill, Assistant Vice President

were duly elected, and held their respective offices on the date that this instrument was executed.

Attest: __________ (SEAL)
Assistant Secretary

Date: March 25, 1957

Received Apr. 1, 2:20 PM 1957
Recorded by /s/ Lee T Gray
Register of Deeds

THIS INDENTURE made this 29th day of March in the year one thousand nine hundred and fifty-seven, by and between the Boston and Maine Railroad, a corporation duly established under the laws of the State of New Hampshire, and Willis G. Lyman of Madison, in the County of Carroll and State aforesaid.

WITNESSETH: that in consideration of one dollar and other valuable considerations paid by the said Willis G. Lyman, the receipt whereof is hereby acknowledged, the said Boston and Maine Railroad does hereby give, bargain, sell and convey unto the said Willis G. Lyman, his heirs and assigns, forever, a certain piece or parcel of land with the depot building, express building and freight house building thereon, situated in Madison, in the County of Carroll and State of New Hampshire, bounded and described as follows: beginning at the most southerly corner of said parcel and on the northerly side line of the Highway, so-called, and at the most westerly corner of land now or formerly of Drew, thence running North 69° 10' 00" West by said Highway and through Station 3122+00 on the center line of track and location of the Conway Branch route of the Portland Division of the Boston and Maine Railroad two hundred twenty and twenty-nine hundredths (220.29) feet to a point at land now or formerly of James J. Burke; thence turning and running North 46° 50' 00" East partly by said last mentioned land and partly by land now or formerly of Stacy seven hundred thirty-three and ninety-four hundredths (733.94) feet to a point at remaining land of said Railroad; thence turning and running South 79° 30' 00" East by said last mentioned land and

98-31

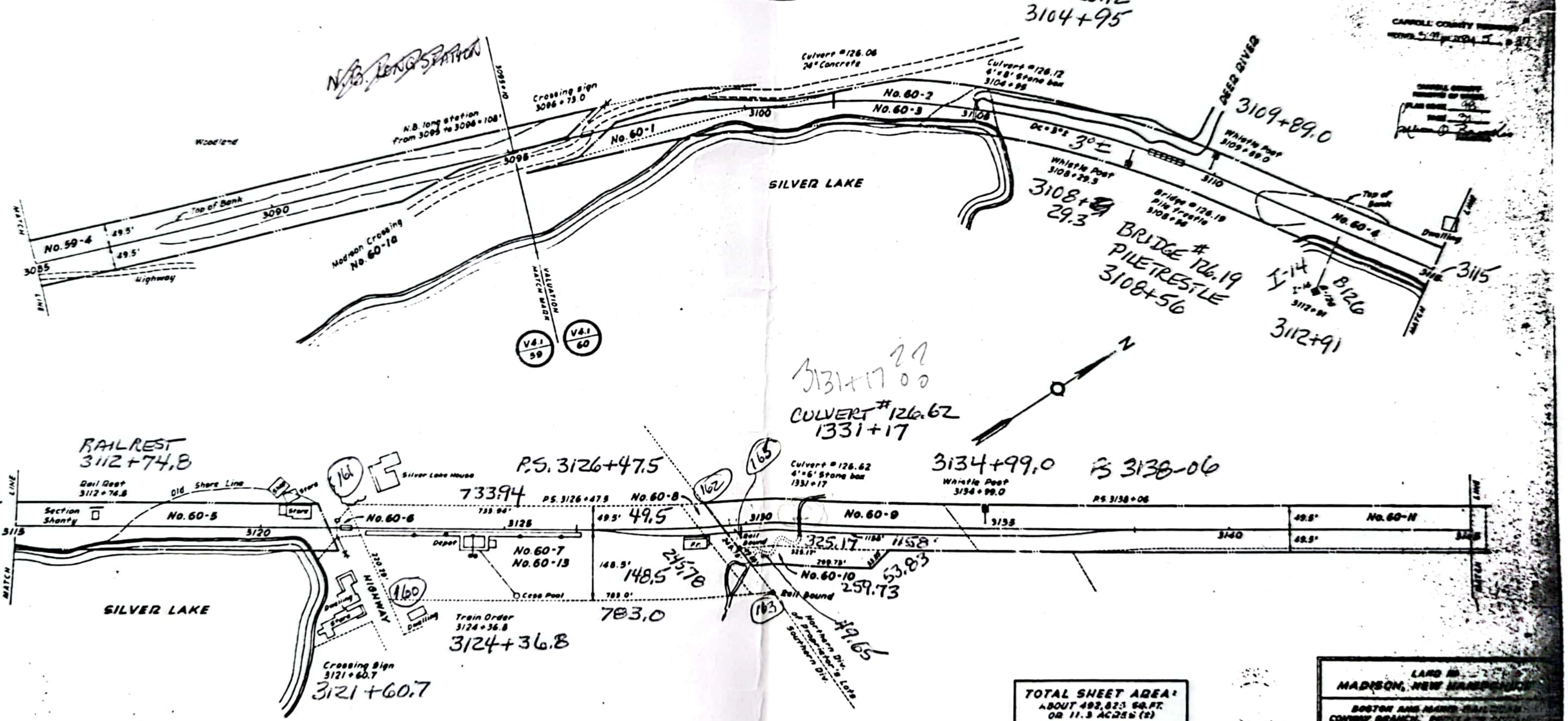
PARCEL NO.	CUSTODIANS NO.	KIND AND DATE OF INSTRUMENT	GRANTOR	GRANTEE	RECORDED CARROLL COUNTY BOOK	PAGE	DATE	REMARKS
59-4	P&F.C. 64	FULL WARRANTY - JAN. 31, 1872	Rebecca HARRIMAN	P&F & C.R.R.	59	302	MAR. 16, 1872	
60-1	P&F.C. 400	LOCATION - DEC. 16, 1871	Town of MADISON	P&F & C.R.R.			DEC. 19, 1871	Closing Highway.
60-1a	P&F.C. 400	LOCATION - DEC. 16, 1871	Town of MADISON	P&F & C.R.R.			DEC. 19, 1871	Used for Hwy purposes.
60-2	P&F.C. 64	FULL WARRANTY - JAN. 31, 1872	Rebecca HARRIMAN	P&F & C.R.R.	59	302	MAR. 16, 1872	
60-3	P&F.C. 400	LOCATION - DEC. 16, 1871	State of NEW HAMPSHIRE	P&F & C.R.R.			DEC. 19, 1871	RIGHT TO CROSS CORNER - SILVER L.
60-4	P&F.C. 31	FULL WARRANTY - AUG. 12, 1872	Richard L. DREW	P&F & C.R.R.	60	251	OCT. 1, 1872	
60-5	P&F.C. 400	LOCATION - DEC. 16, 1871	State of NEW HAMPSHIRE	P&F & C.R.R.			DEC. 19, 1871	RIGHT TO CROSS CORNER - SILVER L.
60-6	P&F.C. 400	LOCATION - DEC. 16, 1871	Town of MADISON	P&F & C.R.R.			DEC. 19, 1871	Right to cross Hwy.
60-7	P&F.C. 79	QUIT - MAR. 10, 1873	Andrew J. FORREST et al.	P&F & C.R.R.	61	171	MAR. 14, 1873	
60-8	P&F.C. 139	FULL WARRANTY - JAN. 30, 1872	Samuel N.K. STACY	P&F & C.R.R.	59	318	MAR. 16, 1872	
60-9	P&F.C. 65	FULL WARRANTY - JAN. 31, 1872	Horace W. HARMON et ux	P&F & C.R.R.	59	318	MAR. 16, 1872	
60-10	3292	FULL WARRANTY - DEC. 21, 1911	Isaiah A. FORREST	B. & M. R.R.	140	555	DEC. 28, 1911	
60-11	P&F.C. 66	FULL WARRANTY - FEB. 1, 1872	Artemas HARMON	P&F & C.R.R.	59	306	MAR. 16, 1872	
60-13	10326	INDENTURE - MAR. 29, 1957	B. & M. R.R.	Willis G. LYMAN				LAND - DEPOT - EXPRESS - FR. BLDG.

REFERENCE
Valuation Section 41 - N.H.
Maps 59 and 60
Property Parcels
DATE 11-10-72

REVISIONS NO	DATE	STATION	STATION	DESCRIPTION

CARROLL COUNTY REGISTRY
RCV'D 5:41 pm 2024 ... 837

CARROLL COUNTY
REGISTRY OF DEEDS
PLAN BOOK 98
PAGE 31
William D. Bangs


N.B. LONG STATION
N.B. long station from 3095 to 3096+108'
3095+10
Crossing sign 3096+73.0
Woodland
Top of Bank
3085
3090
3095
3100
No. 59-4
49.5'
49.5'
Highway
MATCH LINE
Madison Crossing No. 60-1a
No. 60-1
VALUATION MATCH MARK
V4.1 59
V4.1 60
Culvert #126.06 24" Concrete
CULV #126.12
3104+95
Culvert #126.12 4'x8' Stone box 3104+95
No. 60-2
No. 60-3
SILVER LAKE
Dc=3°± 3°±
Whistle Post 3108+29.3
3108+29.3
Bridge #126.19 Pile Trestle 3108+56
BRIDGE #126.19 PILETRESTLE 3108+56
DEER RIVER
3109+89.0
Whistle Post 3109+89.0
3110
Top of Bank
No. 60-4
Dwelling
LINE
MATCH
3115
I-14
B126
3112+91
N
RAILREST 3112+74.8
Rail Rest 3112+74.8
Old Shore Line
Section Shanty
No. 60-5
3115
3120
Store
161
Silver Lake House
P.S. 3126+47.5
733.94
733.94'
P.S. 3126+47.5
No. 60-6
3125
Depot
No. 60-7
No. 60-13
HIGHWAY
220.78'
160
Cess Pool
Dwelling
Store
Train Order 3124+36.8
3124+36.8
Crossing Sign 3121+60.7
3121+60.7
No. 60-8
162
165
49.5' 49.5
148.5' 148.5
245.78
783.0' 783.0
Fr.
Rail Bound
3130
3131+17 ?? 00
CULVERT #126.62 1331+17
Culvert #126.62 4'x6' Stone box 1331+17
325.17
325.17'
1158'
259.73'
No. 60-10
259.73
53.83
163
Rail Bound
49.65
Northern Div. of Proprietor's Lots Southern Div.
No. 60-9
3134+99.0
Whistle Post 3134+99.0
3135
P.S. 3138-06
P.S. 3138+06
3140
49.5'
49.5'
No. 60-11
LINE
MATCH
N

TOTAL SHEET AREA:
ABOUT 492,823 SQ.FT.
OR 11.3 ACRES (±)

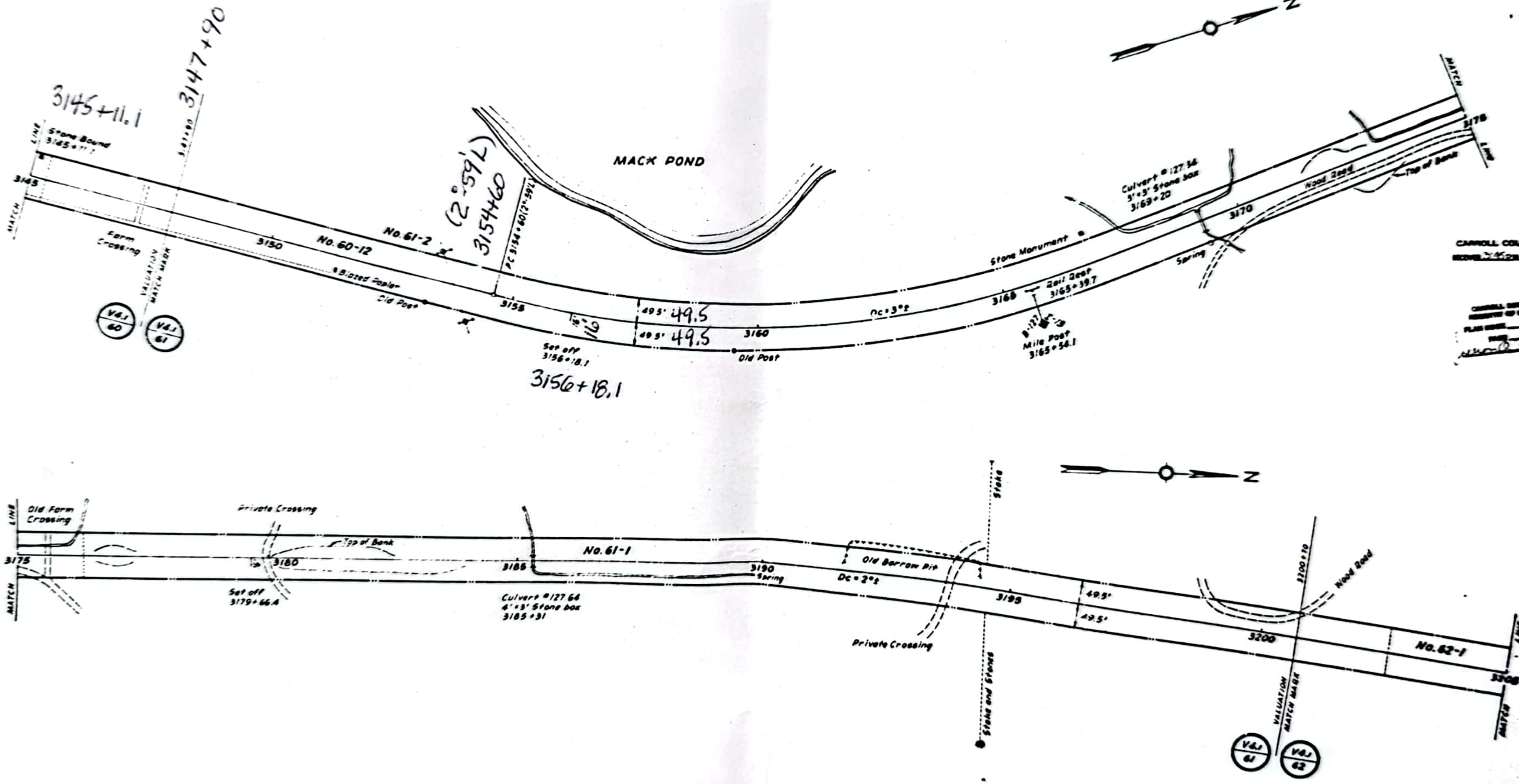
LAND IN
MADISON, NEW HAMPSHIRE

BOSTON AND MAINE RAILROAD
CONWAY BRANCH, [illegible]
to the
TOWN OF MADISON, N.H.

Scale: 1 Inch = 100 Feet

98-32

PARCEL NO.	CUSTODIANS NO.	KIND AND DATE OF INSTRUMENT	GRANTOR	GRANTEE	RECORDED CARROLL COUNTY BOOK	PAGE	DATE	REMARKS
60-12	PGFC 10	FULL WARRANTY - JAN 31, 1872	Jas. J BURKE	P G F & C R.R.	59	319	MAR. 16, 1872	
61-1	PGFC 66	FULL WARRANTY - FEB 1, 1872	Artemas HARMON	P G F & C R.R.	59	306	MAR. 16, 1872	
61-2	8569	INDENTURE - OCT 9, 1939	B & M R.R.	P.S. Co. of NEW HAMP.				Trans. Line Easement
62-1	PGFC 63	QUIT - JAN 30, 1872	Jothan HARMON	P G F & C R.R.	59	310	MAR. 16, 1872	



Z
MACK POND
3145+11.1
3147+90
(2°-59'L)
3154+60
LINE
Stone Bound 3145+11.1
3145
MATCH
Farm Crossing
VALUATION MATCH MARK
3147+90
3150
No. 60-12
No. 61-2
P.C. 3154+60 (2°-59'L)
Blazed Poplar
Old Post
3155
49.5' 49.5
49.5' 49.5
Set off 3156+18.1
3156+18.1
3160
Old Post
Dc=3°0'
Stone Monument
3165
Rail Post 3165+39.7
Mile Post 3165+54.1
Culvert #127.56 5'×3' Stone box 3169+20
3170
Spring
Wood Road
Top of Bank
3175
MATCH LINE
V&J 60
V&J 61
Z
LINE
Old Farm Crossing
3175
MATCH
Private Crossing
Top of Bank
3180
Set off 3179+66.4
3185
Culvert #127.64 6'×3' Stone box 3185+31
No. 61-1
3190
Spring
Old Borrow Pit
Dc=2°0'
Stone
Private Crossing
Stone and Stones
3195
49.5'
49.5'
3200+10
Wood Road
3200
VALUATION MATCH MARK
No. 62-1
3205
LINE
MATCH
V&J 61
V&J 62

CARROLL COUNTY REGISTRY
RECEIVED 3:45 PM May 7 [illegible]

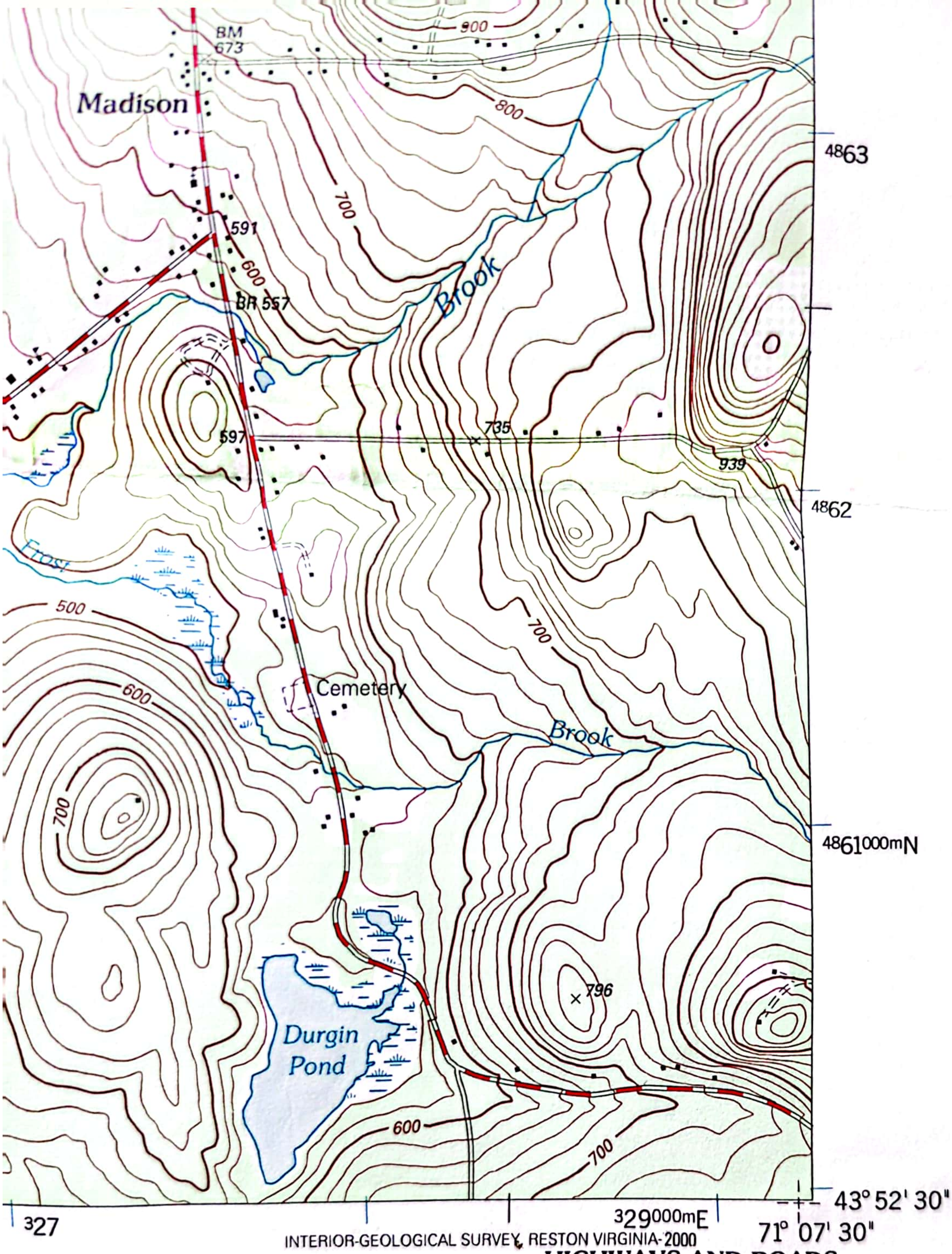
CARROLL COUNTY
REGISTRY OF DEEDS
PLAN BOOK 98
PAGE 32

TOTAL SHEET AREA:
ABOUT 594,000 SQ.FT.
OR 13.6 ACRES (±)

LAND IN
MADISON, NEW HAMPSHIRE
BOSTON AND MAINE [illegible]
CONWAY BRANCH, [illegible]
TOWN OF MADISON [illegible]
Scale: 1 inch = [illegible]

REVISIONS
NO | DATE | STATION | STATION | DESCRIPTION

REFERENCE
Valuation Section 41 - N.H.
Maps 60, 61 and 62
Property Parcels
DATE 11-19-73


BM 673
800
Madison
800
4863
700
591
600
BR 557
Brook
735
939
597
4862
Frost
500
700
Cemetery
600
Brook
700
4861000mN
796
Durgin Pond
600
700
43° 52' 30"
327
329000mE
71° 07' 30"

INTERIOR-GEOLOGICAL SURVEY, RESTON VIRGINIA-2000

HIGHWAYS AND ROADS

Interstate	5
U. S.	101
State	79
County	6
National Forest, suitable for passenger cars	105 61
National Forest, suitable for high clearance vehicles	105
National Forest Trail	384

Primary highway
Secondary highway
Light-duty road
Composition: Unspecified
Paved
Gravel
Dirt
Unimproved; 4 wheel drive 4WD
Trail
Gate

nway West
nway East
hocorua

h
Lake

ES

ISBN 0-607-93494-8
9 780607 934946

SILVER LAKE, NH

1995

NIMA 6771 I NW - SERIES V812

zone
commercial

track

2000
ordinance
is OK
per Neil

may give
State easement
if they reopen
whole line

track retired – late 60's or early 70's
20 miles abandoned line
Conway to Ossippee
~~State has purchased~~

AQUIFER?
DISTRICT

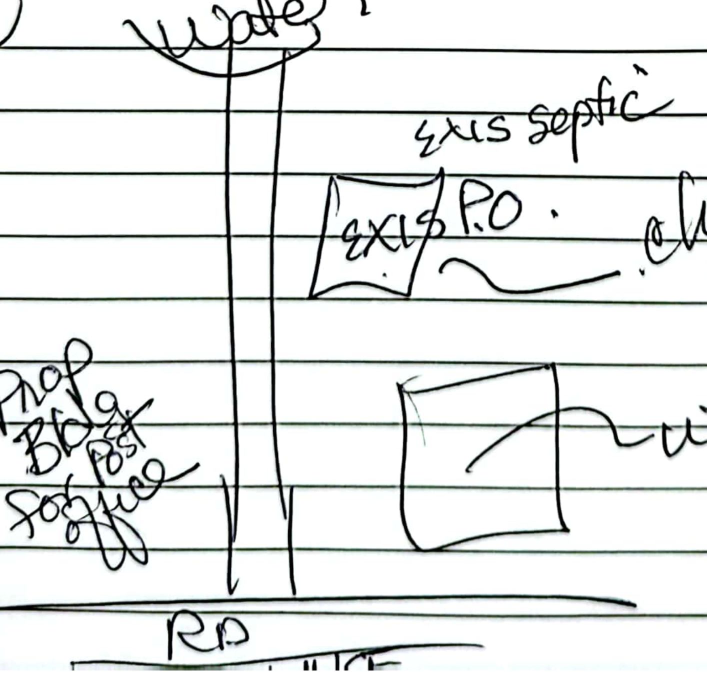
track reverted to town upon
abandonment
Town deeded track to state
2001

Neil's piece was not included

USGS BM 474

EXIS Post office
Well POINT IN Bldg
exis septic ON Lake side

Shoreland protection —



change to a station

wants biggest system he can get to serve both bldg and suite motel

Provided however, that the said express conditions shall terminate if and when the grantor abandons passenger train operations through said Madison.

By the acceptance of this deed the grantee hereby acknowledges that the foregoing restrictions, exceptions, conditions, covenants and agreements are part consideration therefor, and that he and his heirs, executors, administrators and assigns, will be boudn by said restrictions, exceptions, conditions, covenants and agreements in the same manner as if he had conveyed such rights to said Boston and Maine Railroad.

LIBER 855 PAGE 152

Being the same premises conveyed to Willis G. Lyman by deed of the Boston and Maine Railroad, recorded April 1, 1957, Carroll County Registry of Deeds, Book 318, Page 344.

Grantors and Grantees of this deed are all the heirs of the late Myrtle E. Lyman. See Carroll County Probate #20,983.

-3-

they messed up- didnot get 855-150 & 151

Book 1602 Page 682 Suffix Docket 117 This image for D at copyroom at Carroll County on 03/06/24

Book 2089 Page 35 Suffix Docket 22349 This image for D at copyroom at Carroll County on 03/06/24

1817

Book 59 P 318

U. S. REVENUE STAMP. 50

Know all Men by these Presents, That I Samuel H. K. Stac of Madison in the County of Carroll and State of

Book 61 p171

171

U. S. REVENUE STAMP.
......................186

Know all Men by these Presents, That We Andrew J Forrest of Madison and Josiah [illegible] ston of [illegible] all in the County of Carroll and St[illegible] New Hampshire

for and in consideration of the sum of [illegible] hundred [illegible] dollars

to us in [illegible] the delivery [illegible] truly paid by [illegible] Falls and County

Boston [illegible] corpo[illegible] established [illegible] force of the laws of the

have remise[illegible] and foreve[illegible] and by these pre[illegible] er quit-claim unto the said

TELEPHONE :(603) 539-4872
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CARROLL COUNTY REGISTRY OF DEEDS
ADMINISTRATION BUILDING — ROUTE 171 — P. O. BOX 163
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small RR PLAN	98	032		250
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1P	59	318		100

New Hampshire
DOT

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION

1776

CAROL A. MURRAY, P.E.
COMMISSIONER

GILBERT S. ROGERS, P.E
ASSISTANT COMMISSIONE

November 27, 2002

Neil Underwood
PO Box 99
Greenland, NH 03840

Dear Mr. Underwood,

I understand you have spoken with Brian Lombard of this office concerning the property you recently acquired in Silver Lake.

As you may know, the state last year purchased the remaining segments of the Conway Branch owned by the Boston and Maine Corporation between Ossipee and Conway, with the goal of preserving the railroad corridor for future rail use. In the interim, the corridor is being managed by the Department of Resources and Economic Development, Trails Bureau, for recreational use.

Since the property you recently purchased, including the railroad corridor, was sold by the Boston and Maine prior to the town of Madison and ultimately the state purchasing the railroad corridor, it represents a gap in the continuous corridor. I would propose that the state purchase an easement from you over a 30-foot strip of land, fifteen feet on either side of the center line of track the length of your property. The easement would allow the state to use the corridor for railroad or other transportation purposes, or trail use. I can provide you with sample easement language if it would be helpful to you.

Feel free to contact me with any questions or concerns.

Sincerely,

Christopher Morgan
Administrator

cc: Trails Bureau

File: Conway Branch

JOHN O. MORTON BUILDING • 1 HAZEN DRIVE • P.O. BOX 483 • CONCORD, NEW HAMPSHIRE 03302-0483
TELEPHONE: 603-271-2468 • FAX: 603-271-6767 • TDD ACCESS: RELAY NH 1-800-735-2964 • INTERNET: WWW.NHDOT.C

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	58	578		1—

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98-031				
032				61-171
				59-318

((8pp) 318-344 ~~THRU~~)

CCR

TOR SAMUEL H.K Stacy 1861-1885

52-425- Homestead 115AC N/S FREEDOM LINE
52-463 PEW
58-578 sketch
59-318 copy
83-157 Water CO
74-522 mortg.
39-243 N/L P/O homestead farm SOUTH DIVISION
68-291 100 AC N/L
70-511 sketch

1886-1909

∅

Probate 4711-1881

will-all R/E to wife Mary E.C. Stacy
INVY R/E #1000 NO DESC
NO R/E SALE NOTED

TOR MARY E.C. Stacy 1861-1885 78-458 Mtg dsch
1886-1909 ∅

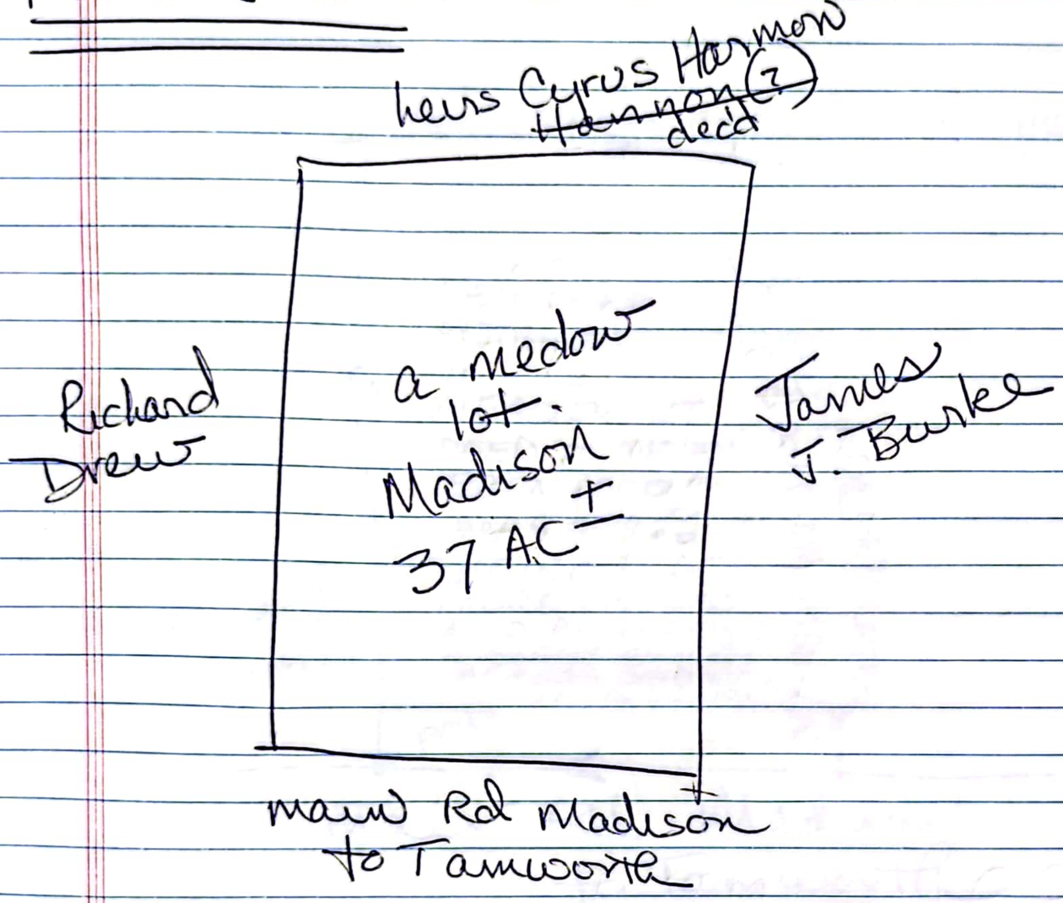
Samuel H. K. Stacey

58-577 ↑ 4/5/1870
R 11/21/1871

Eben Lord

CCR

Parcel 2 of several


heirs Cyrus Harmon ~~Hannon~~ (?) dec'd
Richard Drew
a medow lot. Madison 37 AC ±
James J. Burke
main Rd Madison to Tamworth

TEE ~~TEE~~ EBEN LORD 1861-1885
64-408 - 80 AC John C Kennett Farm
less heater piece
South 1/2 of 40AC of the East end
of Broughton lot =
farm / F Stephen S. Flanders
1840-1860

same to Eliza J H Gannett
68-185
9/13/18
R 10/18/187

TOR EBEN LORD 1861-1885
68-185
58-577 have (Stacey)

Φ

TOR
1886-1909 Φ

1840-1860 Φ

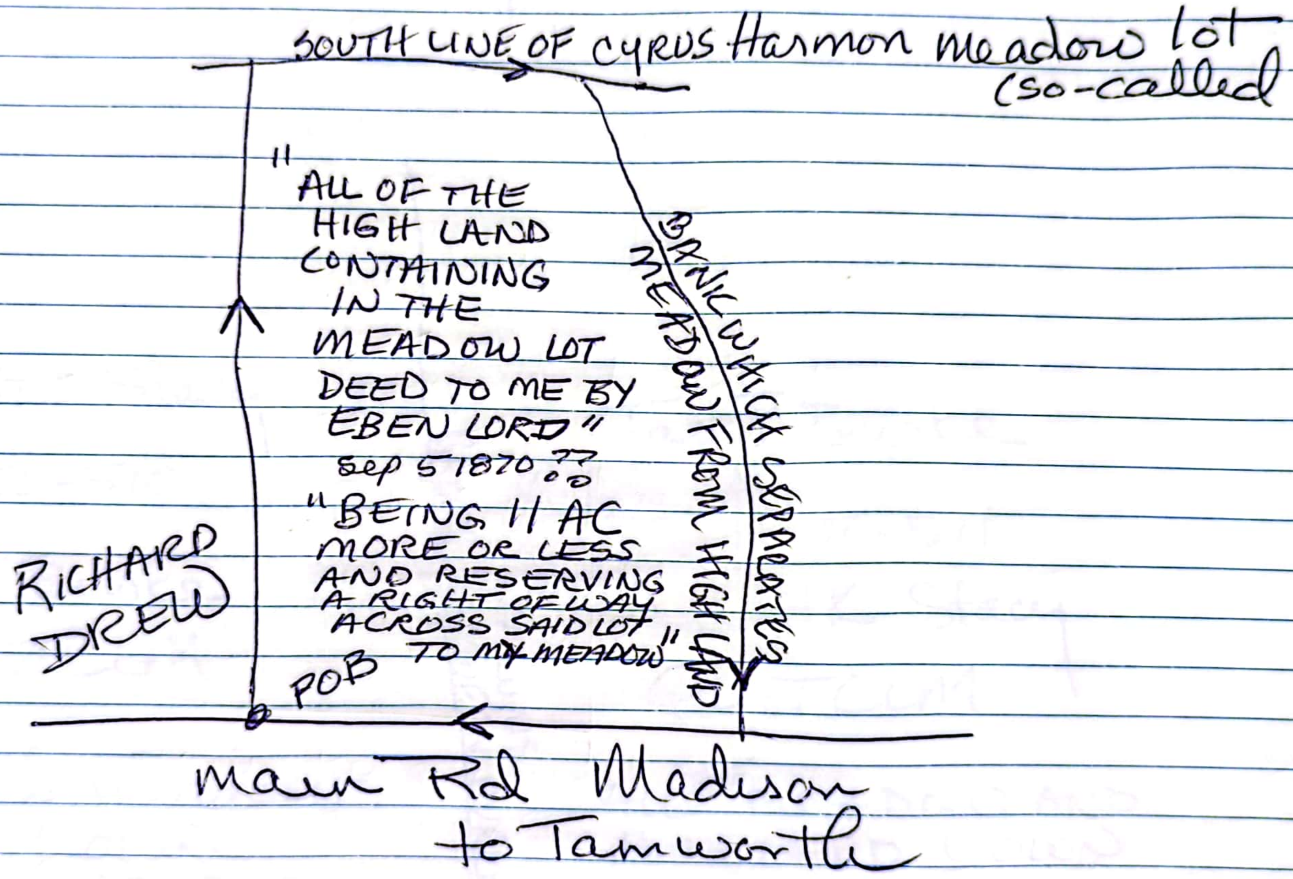
65-238 Mortg

Andrew J. Forrest → ½ UND → Josiah Thurston

60-490
11/14/1872
R 12/6/1872

58-578 ↑
11/18/1871
R 11/21/1871

Samuel H.K. Stacey



SOUTH LINE OF CYRUS Harmon meadow lot (so-called
BANK WHICH SEPARATES MEADOW FROM HIGH LAND
RICHARD DREW
POB
Main Rd Madison to Tamworth

"ALL OF THE HIGH LAND CONTAINING IN THE MEADOW LOT DEED TO ME BY EBEN LORD" Sep 5 1870 ??

"BEING 11 AC MORE OR LESS AND RESERVING A RIGHT OF WAY ACROSS SAID LOT TO MY MEADOW"

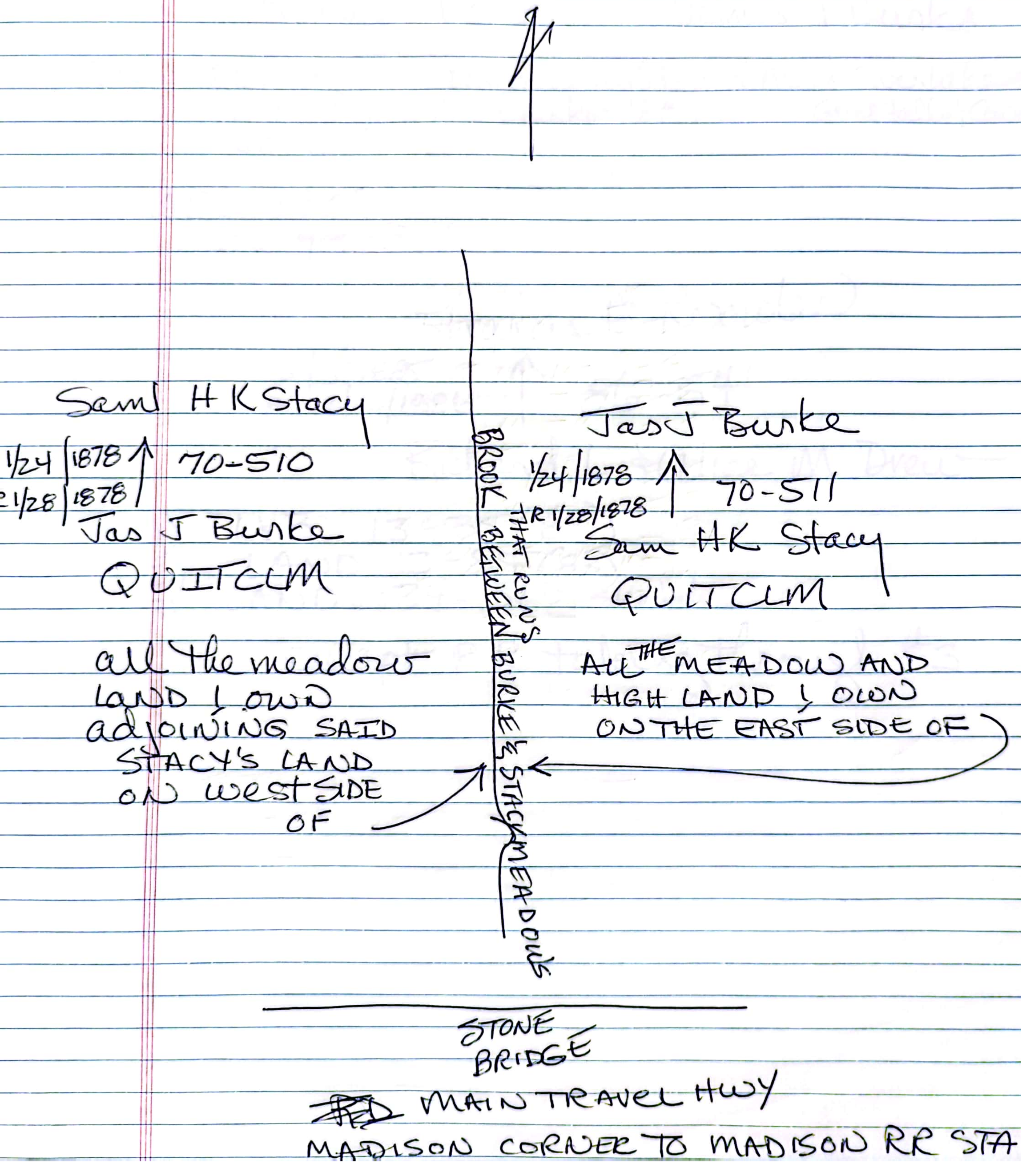
TEE ANDREW J FORREST TOR 1861-1885

~~[illegible]~~

50-213
50-212
62-300
Selected

60-490

CCR


N
BROOK THAT RUNS BETWEEN BURKE & STACY MEADOWS
STONE BRIDGE
~~RD~~ MAIN TRAVEL HWY
MADISON CORNER TO MADISON RR STA

Saml H K Stacy
1/24|1878 ↑ 70-510
1/28|1878
Jas J Burke
QUITCLM

all the meadow land I own adjoining said Stacy's land on west side of

Jas J Burke
1/24/1878 ↑ 70-511
R 1/28/1878
Sam HK Stacy
QUITCLM

ALL THE MEADOW AND HIGH LAND I OWN ON THE EAST SIDE OF

CCR Carroll County RECORDS

Richard L Drew James J Burke

TOR 1861-85 Flowage rights on 4 AC on Silver lake = RR
84-412 P/O Crocker lot SE of Great Falls & Conway
60-251

1886-1909
86-~~451~~541

Frances E. Knowles
5/5/1885
R 12/16/1886 ↑ 86-541
Richard L & Alice M Drew

1) L & B 13-35 (85)
2) LAND 13-85 (83)
3) LAND 34-362 sketch

Except RR taking through #3

CCR

Richard L Drew

8/5/1856
R 12/22/1858 ↑ 34-362

Jotham Harmon

LAND AT HEAD OF SIX MILE POND
SAME ← JOHN R CROCKER
2/23/1856
28-396
Known as POND LOT
40 AC±

2/23/1856 ↑ 28-396

John R Crocker TEE 1840-186
∅

↑

John Crocker TOR 1840-1860
∅

577
578

CCR

TEE
James LORD < 1870
Madison 1840-1860
25-312

James LORD PROBATE #3272
1857

INVY R/E

Madison
1) homestead Farm 50 AC
2) Lot 3 North DIVISION 25 AC
3) Lot of Meadow LAND of 30 AC
4) Lot of 100 AC called the Kennett Lot

WILL R&R to son Eben